

THE WAR IN EUROPE.

THE SECRET TREATY.

Count Bismarck's Proclamations.—The Prussian Diplomatic Indictment of Napoleon, & Count Bismarck, as Chancellor of the North German Confederation, has addressed the following circular despatch to the representatives of the North German Confederation at the Courts of Neutral States:—

BERLIN, July 29, 1870.

The expectation expressed by Lord Granville and Mr. Gladstone in the British Parliament that more exact information in reference to the draft treaty of Count Benedetti would be furnished by the two Powers concerned was in a preliminary manner fulfilled on our side by the telegrams which I addressed to Count Bernstorff on the 27th instant. Telegraph form only enabled me to make a short statement, which I now complete in writing. The document published by the London Times contains by no means the only proposition of a similar nature which has been made to us on the part of the French. Ever before the Danish war attempts addressed to me were made both by official and unofficial French agents to effect an alliance between France and Prussia, with the object of mutual aggrandizement. It is scarcely necessary for me to point out the impossibility of such a transaction for a German Minister, whose position is dependent on his being in accord with the national feeling; its explanation is to be found in the want of acquaintance of French statesmen with the fundamental conditions of existence among other peoples. Had the agents of the Paris Cabinet been competent to observe the state of German affairs such an illusion would never have been entertained in Paris as that Prussia could permit herself to accept the aid of France in regulating German affairs. Your Excellency is, of course, as well acquainted as I am myself with the ignorance of the French as regards Germany. The endeavors of the French Government to carry out, with the assistance of Prussia, its covetous views in reference to Belgium and the Rhine frontier, were brought to my notice even before 1862, therefore before my accession to the Ministry of Foreign Affairs. I cannot regard it as my task to transfer such communications, which were purely of a personal nature, to the sphere of international negotiation, and I believe it will be to withhold the most interesting contribution which I could make towards the elucidation of the matter from private letters and conversations. The above-mentioned tendencies of the French Government were first recognizable by the external influence on European politics, and the attitude favorable to us which France assumed in the German-Danish conflict. The subsequent had feeling which France displayed towards us in reference to the treaty of Gastein was attributable to the apprehension lest a durable strengthening of the Prusso-Austrian alliance should deprive the Paris Cabinet of the fruits of this attitude. France before 1866 reckoned upon the outbreak of war between us and Austria, and again willing made approaches to us as soon as our relations with Vienna began to be friendly.

Before the outbreak of the Austrian war proposals were made to me, partly through relatives of his Majesty the Emperor of the French and partly by confidential agents, which each time had for their objects smaller or larger transactions for the purpose of effecting mutual aggrandizement. At one time the negotiations were about Luxemburg or about the frontier of 1814, with Landau and Saveron as another object, and others, from which the French-Swiss cantons in the question where the linguistic boundaries of Piedmont were to be drawn, were not excluded. In May, 1866, these pretensions took the form of a proposition for an offensive and defensive alliance, and the following extract of its chief features is in my possession:—

1. En cas de guerre, poursuite d'accord la cession à la France de la Belgique, de la Hollande, de la Prusse, 2. Si le Congrès n'aboutit pas alliance offensive et défensive. 3. Le Roi de Prusse commença les hostilités dans les jours de la signature du Congrès. 4. Si le Congrès ne se réunit pas, la Prusse s'attaquera dans 30 jours après la signature du présent traité. 5. L'Empereur des Français déclara la guerre à la France, et les hostilités seront commencées entre l'Autriche et la Prusse en 30 jours. 6. On ne fera pas de paix séparée avec l'Autriche. 7. Si la France ne se réunit pas, la Prusse s'attaquera dans 30 jours après la signature du présent traité. 8. Convention militaire et maritime entre la France et la Prusse dès la signature. 9. Adhésion de l'Italie.

The strength of the army with which the Emperor, in accordance with article five, would assist us, was in written explanations placed at 300,000 men—the number of souls comprised in the aggrandizement which France sought for 1,800,000 souls, according to French calculations, which, however, did not agree with the actual statistics. Every one who is familiar with the secret diplomatic and military history of the year 1866 will see glimmering through these clauses the policy which France pursued simultaneously towards Italy (with which she had at the same time so secretly negotiated), and subsequently towards Prussia and Italy.

In June, 1866, after we had rejected the above schemes of alliance, notwithstanding several almost threatening warnings to accept it, the French Government began to calculate on the Austrians being victorious over us, and upon our making a bid for French assistance, after the eventuality of our defeat, to pave the way for which, diplomatically, French diplomacy was occupied to the uttermost. That the Congress anticipated in the foregoing draft of alliance, and again proposed later, would have had the effect of causing our three months' alliance with Italy to expire without our having profited by it is well known to your Excellency, as is also the fact that France, in the further agreements relative to Custozza, was busy in prejudicing our situation, and, if possible, bringing about our defeat. The patriotic affliction of the Minister Rooner furnishes a comment upon the further course of events. Since that time France has not ceased leading us into temptation by offers at the cost of Germany and Belgium. I had never any doubt as to the impossibility of acceding to any such offers, but I consider it useful, in the interests of peace, to permit the French statesmen to hold these illusions, peculiar to them, so long as it should be possible to do without giving even a verbal assent to their propositions. I imagined that the annihilation of the French hopes would endanger the preservation of peace, the maintenance of which was in the interest both of Germany and Europe. I was not of the opinion of those politicians who considered it unadvisable to shun by all means in one's power a war with France on the ground that such a war was in any case unavoidable. No one can so clearly foresee the designs of Divine Providence, and I look upon even a victorious war as an evil in itself, which the statesmanship of a country must strive to

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. From Philadelphia to Trenton, Camden, and New York. Leaving the Company's Depot at Thirtieth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION. At 7:30 A. M. for Trenton, Camden, and New York. Arriving at Trenton at 8:30 A. M., at Camden at 9:30 A. M., and at New York at 10:30 A. M.

AT 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, New York, New Haven, Hartford, Newburgh, Hagerstown, etc.

AT 9:30 A. M. train connects at READING with East Pennsylvania Railroad for Harrisburg, etc.; at PORT CLINTON with Gettysburg and York, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northampton, Williamsport, York, Chambersburg, Hagerstown, etc.

AT 10:30 A. M. train connects at READING with East Pennsylvania Railroad for Harrisburg, etc.; at PORT CLINTON with Gettysburg and York, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northampton, Williamsport, York, Chambersburg, Hagerstown, etc.

AT 11:30 A. M. train connects at READING with East Pennsylvania Railroad for Harrisburg, etc.; at PORT CLINTON with Gettysburg and York, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northampton, Williamsport, York, Chambersburg, Hagerstown, etc.

AT 12:30 P. M. train connects at READING with East Pennsylvania Railroad for Harrisburg, etc.; at PORT CLINTON with Gettysburg and York, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northampton, Williamsport, York, Chambersburg, Hagerstown, etc.

AT 1:30 P. M. train connects at READING with East Pennsylvania Railroad for Harrisburg, etc.; at PORT CLINTON with Gettysburg and York, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northampton, Williamsport, York, Chambersburg, Hagerstown, etc.

AT 2:30 P. M. train connects at READING with East Pennsylvania Railroad for Harrisburg, etc.; at PORT CLINTON with Gettysburg and York, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northampton, Williamsport, York, Chambersburg, Hagerstown, etc.

AT 3:30 P. M. train connects at READING with East Pennsylvania Railroad for Harrisburg, etc.; at PORT CLINTON with Gettysburg and York, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northampton, Williamsport, York, Chambersburg, Hagerstown, etc.

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AT 5:30 P. M. train connects at READING with East Pennsylvania Railroad for Harrisburg, etc.; at PORT CLINTON with Gettysburg and York, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northampton, Williamsport, York, Chambersburg, Hagerstown, etc.

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RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN AND BURLINGTON COUNTY AND HIGHTSTOWN RAILROADS. Leaving the Company's Depot at Thirtieth and Callowhill streets, Philadelphia, at the following hours:—

AT 7:30 A. M. for New York. Arriving at New York at 10:30 A. M.

AT 8:30 A. M. for New York. Arriving at New York at 11:30 A. M.

AT 9:30 A. M. for New York. Arriving at New York at 12:30 P. M.

AT 10:30 A. M. for New York. Arriving at New York at 1:30 P. M.

AT 11:30 A. M. for New York. Arriving at New York at 2:30 P. M.

AT 12:30 P. M. for New York. Arriving at New York at 3:30 P. M.

AT 1:30 P. M. for New York. Arriving at New York at 4:30 P. M.

AT 2:30 P. M. for New York. Arriving at New York at 5:30 P. M.

AT 3:30 P. M. for New York. Arriving at New York at 6:30 P. M.

AT 4:30 P. M. for New York. Arriving at New York at 7:30 P. M.

AT 5:30 P. M. for New York. Arriving at New York at 8:30 P. M.

AT 6:30 P. M. for New York. Arriving at New York at 9:30 P. M.

AT 7:30 P. M. for New York. Arriving at New York at 10:30 P. M.

AT 8:30 P. M. for New York. Arriving at New York at 11:30 P. M.

AT 9:30 P. M. for New York. Arriving at New York at 12:30 A. M.

AT 10:30 P. M. for New York. Arriving at New York at 1:30 A. M.

AT 11:30 P. M. for New York. Arriving at New York at 2:30 A. M.

AT 12:30 A. M. for New York. Arriving at New York at 3:30 A. M.

AT 1:30 A. M. for New York. Arriving at New York at 4:30 A. M.

AT 2:30 A. M. for New York. Arriving at New York at 5:30 A. M.

AT 3:30 A. M. for New York. Arriving at New York at 6:30 A. M.

AT 4:30 A. M. for New York. Arriving at New York at 7:30 A. M.

AT 5:30 A. M. for New York. Arriving at New York at 8:30 A. M.

AT 6:30 A. M. for New York. Arriving at New York at 9:30 A. M.

AT 7:30 A. M. for New York. Arriving at New York at 10:30 A. M.

AT 8:30 A. M. for New York. Arriving at New York at 11:30 A. M.

AT 9:30 A. M. for New York. Arriving at New York at 12:30 P. M.

AT 10:30 A. M. for New York. Arriving at New York at 1:30 P. M.

AT 11:30 A. M. for New York. Arriving at New York at 2:30 P. M.

AT 12:30 P. M. for New York. Arriving at New York at 3:30 P. M.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M. SUNDAY, JULY 18, 1870. The trains of the Pennsylvania Central Railroad leave the Depot at THIRTY-FIRST and MARKET streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Broad and Market streets thirty minutes before its departure. The Chestnut and Walnut street cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chestnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT. Mail Train Accommodation, 10 A. M. and 12:30 P. M. Erie Express, 11:00 A. M. Harrisburg Accommodation, 12:30 P. M. Lancaster Accommodation, 1:00 P. M. Parkersburg Train, 1:30 P. M. Cincinnati Express, 2:00 P. M. Erie and Pittsburgh Express, 2:30 P. M. Erie Mail, 3:00 P. M. Erie Accommodation, 3:30 A. M. Erie Express, 4:00 A. M. Erie Accommodation, 4:30 A. M. Erie Express, 5:00 A. M. Erie Accommodation, 5:30 A. M. Erie Express, 6:00 A. M. Erie Accommodation, 6:30 A. M. Erie Express, 7:00 A. M. Erie Accommodation, 7:30 A. M. Erie Express, 8:00 A. M. Erie Accommodation, 8:30 A. M. Erie Express, 9:00 A. M. Erie Accommodation, 9:30 A. M. Erie Express, 10:00 A. M. Erie Accommodation, 10:30 A. M. Erie Express, 11:00 A. M. Erie Accommodation, 11:30 A. M. Erie Express, 12:00 P. M. Erie Accommodation, 12:30 P. M. Erie Express, 1:00 P. M. Erie Accommodation, 1:30 P. M. Erie Express, 2:00 P. M. Erie Accommodation, 2:30 P. M. Erie Express, 3:00 P. M. Erie Accommodation, 3:30 P. 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Erie Express, 3:00 A. M. Erie Accommodation, 3:30 A. M. Erie Express, 4:00 A. M. Erie Accommodation, 4:30 A. M. Erie Express, 5:00 A. M. Erie Accommodation, 5:30 A. M. Erie Express, 6:00 A. M. Erie Accommodation, 6:30 A. M. Erie Express, 7:00 A. M. Erie Accommodation, 7:30 A. M. Erie Express, 8:00 A. M. Erie Accommodation, 8:30 A. M. Erie Express, 9:00 A. M. Erie Accommodation, 9:30 A. M. Erie Express, 10:00 A. M. Erie Accommodation, 10:30 A. M. Erie Express, 11:00 A. M. Erie Accommodation, 11:30 A. M. Erie Express, 12:00 P. M. Erie Accommodation, 12:30 P. M. Erie Express, 1:00 P. M. Erie Accommodation, 1:30 P. M. Erie Express, 2:00 P. M. Erie Accommodation, 2:30 P. M. Erie Express, 3:00 P. M. Erie Accommodation, 3:30 P. M. Erie Express, 4:00 P. M. Erie Accommodation, 4:30 P. M. Erie Express, 5:00 P. M. Erie Accommodation, 5:30 P. M. Erie Express, 6:00 P. M. Erie Accommodation, 6:30 P. M. Erie Express, 7:00 P. M. Erie Accommodation, 7:30 P. M. Erie Express, 8:00 P. M. 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